Havant Thicket Reservoir Project

Environmental Statement Volume 4 - Appendices

Revised A18 Population and Human Health

Portsmouth Water Ltd.

13/05/24

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Notice

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Document history

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Client signoff

Client	Portsmouth Water Ltd.
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This appendix forms part of a revision to the original Havant Thicket Reservoir Environmental Statement (ES) which accompanied the Havant Thicket Reservoir hybrid planning application and outline planning application for the associated pipeline, between the reservoir and Bedhampton springs and pumping station, approved on 15th October 2021 (Approved Scheme).

A new pipeline route and design have been identified, which needs a new planning approval. A new full planning application has been prepared for this revised pipeline route supported by the revision to this original ES (2020 ES).

To make it easier for the reader, this appendix still includes supporting assessment information of the reservoir but also includes the new or updated supporting information for the pipeline. The changes from the original appendix are shown in green text.

Contents

Appendix A18.1 Planning Policy and Health Policy 5

National Planning Policy Framework (December 2023) 6

National Policy Statement for Water Resources Infrastructure (April 2023) 7

Planning Practice Guidance: Healthy and Safe Communities (November 2019) 8

Havant Borough Core Strategy (March 2011) 8

Havant Borough Local Plan (Allocations) (July 2014) 8

East Hampshire District Local Plan Joint Core Strategy (June 2014) 8

East Hampshire District Draft Local Plan 2017-2036 (February 2019) 9

Fair Society, Healthy Lives (the Marmot Review) (2010) 10

Health and Social Care Act (2012) 10

Equality Act (2010) 10

Public Services (Social Value) Act (2012) 10

Public Health England Strategy (2020-25) 10

Hampshire Joint Strategic Needs Assessment (JSNA) (2017-2022) 11

Draft Hampshire Joint Health and Wellbeing Strategy (2019-2024) 11

Hampshire Local Transformation Plan (2018/9) – Annual Refresh 11

Appendix A18.2 Visitor Survey Findings 12

Appendix A18.3 Visitor number and recreational amenity facilities review (Summary paper) July 2019 36

Appendix A18.1 Planning Policy and Health Policy

Planning Policy and Health Policy

National Planning Policy Framework (December 2023)

1.1. The National Planning Policy Framework (NPPF) establishes national planning policy to achieve sustainable development, through themes that include promoting sustainable transport, supporting a prosperous rural economy and promoting healthy communities, with a presumption in favour of sustainable development.

1.2. Paragraph 85 states that planning decisions should help create the conditions in which 'businesses can invest, expand and adapt.' Furthermore, planning policies and decisions should aim to achieve healthy, inclusive and safe places that:

- Promote social interaction;
- Are safe and accessible; and
- Enable and support healthy lifestyles.

1.3. Paragraph 103 recognises that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. As such, 'existing open space, sports and recreational buildings and land, including playing fields, should not be built on.'

1.4. Paragraph 116 encourages walking, cycling and public transport use. Applications for development should, inter alia:

- '*Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas*;'
- '*Address the needs of people with disabilities and reduced mobility in relation to all modes of transport*;' and
- '*Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles*.'

Section 8 of the NPPF: Promoting healthy and safe communities

1.5. Paragraph 96 of the NPPF states that:

"*Planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which:*
a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, well-designed, clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas; and
c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

1.6. Paragraph 97 of the NPPF states that:

"To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:
a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services"

Open space and recreation

1.7. Paragraph 102 of the NPPF states that "*Access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate*".

1.8. Paragraph 103 of the NPPF states "*Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use*".

1.9. Paragraph 104 of the NPPF states "*Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails*".

National Policy Statement for Water Resources Infrastructure (April 2023)

1.10. Although the NPPF has greater weight, the National Policy Statement (NPS) for Water Resources Infrastructure is a material consideration and as such is included in the policy review.

1.11. Paragraph 2.2.8 states that, due to projected population growth, we need to ensure that there are sufficient water supplies to provide water for a growing population.

1.12. Paragraph 2.6.3 states that reservoirs *"offer significant potential for drought management due to their ability to conserve water for later use. Water can be captured during wet periods, or as a result of large transfers, and used during drier periods."*

1.13. Paragraphs 2.6.4 and 2.6.5 go on to state that abstracting water from reservoirs for short periods at high rates without environmental impact *"reduces the need for increased abstraction from rivers or groundwater during dry periods, therefore reducing the potentially negative impact on the environment."* Furthermore, *"recreational and wellbeing benefits can also be achieved".*

1.14. Paragraph *2.6.7* states that *"new reservoirs are likely to play an important role in securing resilient supplies and supporting transfers of water across the country in the future. It is likely that reservoir schemes will feature in water companies water resources management plans."*

1.15. Paragraph 3.1.3 states that, in considering any proposed development, the Examining Authority should take into account its potential benefits, including the *"facilitation of economic development including: reduction of financial disparities, housing and environmental improvement and any long-term or wider benefits."*

1.16. Paragraph 3.10.1 states that *"relevant bodies such as local authorities and the Health and Safety Executive are statutory consultees that should be consulted, where required, on matters relating to safety."*

1.17. Paragraph 3.12.2 outlines the consideration that water infrastructure may have indirect health impacts, including *"access to key public services, local transport, opportunities for cycling and walking, or the use of open space for recreation and physical activity."*

1.18. Paragraph 3.12.3 states that "*where the proposed project has likely significant environmental impacts that would have an effect on human population or health, the applicant should identify and set out the assessment of any likely significant health impacts."*

1.19. Paragraph 4.13.8 states that *"applications for reservoirs are required to be supported by a recreational amenities statement outlining details of any amenities to be provided."* The statement should justify any associated recreational or educational amenities.

Planning Practice Guidance: Healthy and Safe Communities (November 2019)

1.20. The first point of contact on population health and wellbeing issues, including health inequalities, is the Director of Public Health for the local authority, or at the county council for two-tier areas.

1.21. A healthy place is one which supports and promotes healthy behaviours and environments and a reduction in health inequalities for people of all ages. It meets the needs of children and young people to grow and develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.

1.22. It is helpful if the Director of Public Health is consulted on any planning applications (including at the pre-application stage) that are likely to have a significant impact on the health and wellbeing of the local population or particular groups within it. This would allow them to work together on any necessary mitigation measures.

Havant Borough Core Strategy (March 2011)

1.23. Policy CS1 Health and Wellbeing looks to retain open spaces, including children's play space, which are valued by local communities unless a superior alternative can be provided. Staunton Country Park is identified as being particularly important to safeguard as a strategic open site.

1.24. Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough seeks to protect and enhance the borough's statutory and non-statutory designated landscape, habitats and features of biological, hydrological or geological interest including Sites of Importance for Nature Conservation (SINC) which are present within the Scheme footprint.

1.25. Policy CS13 states that *"development proposals that adversely affect green infrastructure will not be permitted unless superior alternative provision can be provided or where it is part of a service provider's plans to provide improved local services in equally accessible locations."*

1.26. Policy CS16 High Quality Design requires plans to respond positively to existing features of natural, historic or local character within or close to the proposed development site. Furthermore, the policy encourages proposals to use the characteristics of the locality to help inform the design of the new development.

1.27. Policy CS19 Effective Provision of Infrastructure states that new infrastructure developments must ensure that if there is a proven need for additional infrastructure, a programme of delivery has been agreed with the relevant infrastructure provider. Furthermore, it must support the local economy.

Havant Borough Local Plan (Allocations) (July 2014)

1.28. Policy AL6 Havant Thicket Reservoir Pipeline states: *"Planning permission will be granted for development* proposals *that help deliver the Havant Thicket Reservoir pipeline as shown on the Policies Map. Development proposals will not be permitted in the pipeline route buffer zone, where it could prevent the future delivery of the pipeline."*

1.29. Policy DM18 Protecting New Development from Pollution states: *"Planning permission will be granted for development provided that projected levels of air, noise, vibration, light, water or other pollution do not have significant negative affect on the amenity of future occupiers or users of the proposed development."*

1.30. Policy DM20 Historic Assets states: *"Planning permission will be granted for development that conserves and enhances the historic assets of Havant Borough."*

East Hampshire District Local Plan Joint Core Strategy (June 2014)

1.31. Policy CP28 Green Infrastructure states that development will be permitted "*provided that it maintains, manages and enhances the network of new and existing green infrastructure."*

1.32. Policy CP18 states: 'Improvements will be made to enhance recreation, play, sports and built facilities within communities and throughout the district. Opportunities to improve physical fitness and wellbeing will be enhanced by the provision of accessible green spaces in towns and villages and encouraging opportunities for walking and cycling wherever possible.' The policy continues: '… where any deficiency in a particular category of open space in an area exists, the Council and National Park Authority will seek to offset this deficiency by seeking to secure a higher provision of this particular category of open space for the benefit of the community although the overall

requirement of 3.45 ha per 1,000 population will remain.' The policy supports the provision of well-designed high quality play spaces for children and young people and the implementation of green infrastructure opportunities to encourage informal recreation.

East Hampshire District Draft Local Plan 2017-2036 (February 2019)

1.33. The East Hampshire District Council's draft Local Plan, which was due to be adopted by the end of 2020, has been delayed to address changing government guidance and housing requirements and further engagement. The East Hampshire Draft Local Plan 2021-2040 now has been published under Regulation 18 for public consultation from 22 January to 4 March 2024. The revised pipeline scheme will not be assessed these policies, as the pipeline scheme lies wholly within Havant Borough Council's administrative area. This section has been left as the draft policies were a material consideration to the determination of the reservoir application.

1.34. Policy S4: Health and Wellbeing states that "*the potential for achieving positive health and wellbeing outcomes will be taken into account when considering development proposals. Where any potential adverse impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.*"

1.35. Policy S18: Landscape states that proposals will be supported that have no adverse impact on *"the visual amenity and scenic quality of the landscape. Where a proposal is likely to have a significant impact on landscape, an assessment of the impact on landscape character and visual quality proportionate to the scale and nature of the development proposed will be required."*

1.36. Policy DM1.2 states that open space, sports and recreation provision requirements should:
a. as first preference, be provided on-site in a suitable location. Where the development does not allow for the provision of such open space on site, developers will be required to make a financial contribution towards the provision of new, or improvement of open space, sport or recreational facilities elsewhere in the locality, through entering into a legal agreement or another suitable mechanism;
b. be multifunctional, fit for purpose and support health and outdoor recreation;
c. consider the context of any existing provision (including deficiencies in particular types of open space) and maximise any opportunities for improvement within the wider area where these are relevant to the development of the site;
d. secure appropriate mechanisms which will ensure the future satisfactory maintenance and management of the open space, sports and recreational facility in the long term.

1.37. Policy DM1.3 states *'A holistic approach to the design of new open space should be taken including considering the contribution to place making, the green network and protecting and enhancing nature conservation and the water environment.'*

1.38. Policy DM1.4 states '*New provision should also aim to protect, enhance and manage integrated paths for active travel and/or recreation, including new and existing links to the wider countryside.'*

1.39. Policy DM2.1 states: 'Development involving the loss of open space, a sports or recreation facility will only be permitted if:
a. the site or facility is surplus in terms of all the functions an open space or facility can perform, and is of low value and poor quality, as shown by the East Hampshire Open Space, Sport and Recreation Needs and Opportunities Assessment (2018) or subsequent update; or

b. alternative and improved provision would be made in a location well related and accessible to the users of the existing facility; or
c. the development is for alternative sports and recreation provision, the need for which clearly outweighs the loss; or
d. the development is for a small part of the site; where it has been demonstrated that it will result in an enhanced sport or recreational facility.

1.40. Policy DM29: Water Quality and Water Supply seeks to ensure *"well designed mitigation measures to ensure the water environment does not deteriorate, both during construction and during the lifetime of the development to ensure the Water Framework objectives are not compromised and any development meets the requirements of the Habitats Directive."*

1.41. Policy DM40: Historic Landscapes, Parks and Gardens seeks to preserve and enhance parks and gardens of historic or landscape interest and archaeological features.

1.42. Policy S29: Infrastructure supports infrastructure that is necessary to support new development.

1.43. Policy S31: Planning permission will be granted at Havant Thicket for a winter storage reservoir and recreational provision where:

- The development is sustainable, fully maintained, cost-effective and delivers environmental and community benefits;
- The reservoir provides additional leisure opportunities which complement existing provision in the Area;
- Construction traffic is minimised through Horndean, Rowlands Castle and other residential areas; and
- Public vehicular traffic is restricted within the site and confined to the vicinity of the main access.

Fair Society, Healthy Lives (the Marmot Review) (2010)

1.44. Policy Objective C: Create fair employment and good work for all outlines a key priority objective which is to *"improve access to good jobs and reduce long-term unemployment across the social gradient."*

1.45. Policy Objective E: Create and develop healthy and sustainable places and communities provides a priority objective in which to *"develop common policies to reduce the scale and impact of climate change and health inequalities."*

Health and Social Care Act (2012)

1.46. In respect of reducing inequalities Part 1 Section 4 1C of the Act states that *"in exercising functions in relation to the health service, the Secretary of State must have regard to the need to reduce inequalities between the people of England with respect to the benefits that they can obtain from the health service."*

1.47. Under Part 1 Section 11 2A of the Act the Secretary of State has a duty to take steps to protect the public in England from disease or other dangers to health. Such steps include making available the services of any person or facilities.

Equality Act (2010)

1.48. This Act legally protects people from discrimination in the workplace and in wider society. It establishes who is protected from discrimination, defines different types of discrimination and explains the different ways in which it is unlawful to treat someone. The Equality Duty on the public sector emerged as a provision of the Equality Act in April 2011. This means that all public bodies have to consider all individuals when carrying out their day-to-day work, which includes in shaping policies and in delivering services. Of particular relevance in the need for public bodies to have due regard to the need to foster good relations between different people when carrying out their activities.

Public Services (Social Value) Act (2012)

1.49. Part 1 Section 3 states that the authority must consider *"how what is proposed to be procured might improve the economic, social and environmental well-being of the relevant area."* Furthermore, the authority must consider *"how, in conducting the process of procurement, it might act with a view to securing that improvement."*

1.50. Section 4 states that the relevant area means *"the area consisting of the area or areas of the one or more relevant authorities on whose behalf a public services contract is, or contracts based on a framework agreement are, intended to be made."*

Public Health England Strategy (2020-25)

1.51. A main aim of the Public Health England Strategy is to reduce fine particulate air pollution in England by 1 microgram per m3, resulting in the prevention of an estimated 50,000 cases of coronary heart disease, 16,500 strokes, 9,000 cases of asthma and 4,000 lung cancers over 18 years. A key measurable is the view to halve the number of people living in locations where concentrations of particulate matter are above 10 micrograms per m3 by 2025.

1.52. Another aim set out in the strategy is to provide effective responses to major incidents, in order to ensure that the UK health protection system is integrated, resilient and able to prepare for and respond to all major hazards.

UK Health Security Agency (UKHSA) Science Strategy 2023 to 2033

1.53. The UKHSA Science Strategy provides the vision and high-level ambition for UKHSA's science over the coming decade. By focusing on areas where UKHSA has a competitive advantage, the UKHSA will take the cutting edge to the front line of health security.

1.54. The document states that there is *"enormous potential for UKHSA's science to protect the public's health"* regarding learning from the Covid-19 Pandemic.

1.55. The strategy states that *"by investing in our infrastructure and facilities, we will ensure that we are ready to respond to future threats. We will maximise the public benefits of our assets and enhance our contribution to economic prosperity by helping to deliver the government's Life Sciences Vision, and support its ambition for the UK to be a science superpower."*

Hampshire Joint Strategic Needs Assessment (JSNA) (2017-2022)

1.56. Social Isolation and Loneliness in Hampshire - A Health Needs Assessment sets out the impacts of social isolation and loneliness in Hampshire and makes recommendations based on key data.

1.57. A key recommendation is to *"create an enabling environment through: good urban design, creating and maintaining spaces that encourage social interaction, good transport access to services."*

1.58. The document also states that *"access to safe and affordable transport is key to ensuring people are able to build and maintain relationships and remain independent for longer. This should guide both local government planning and the organisation of voluntary services."*

1.59. The Hampshire Public Health Team document sets out a number of recommendations that support public health. These include:

- "*Ensure a public health response is sought for local plans and major planning applications (i.e. those of more than 100 residential units or with major retail or recreational development).*"
- "*Consider and provide evidence of needs and gaps for Community Infrastructure Levy/Section 106 contributions from developers to fund health promoting infrastructure.*'

Draft Hampshire Joint Health and Wellbeing Strategy (2019-2024)

1.60. The Hampshire Joint Health and Wellbeing Strategy sets out a number of key priorities for improvement, including:

- Improve population level mental wellbeing and reduce mental ill-health;
- Enable people with long-term conditions to live healthier lives for longer and reduce variation in outcomes; and
- Continue to develop connected communities which can support people to live happy, healthy lives in the place of their choosing.

Hampshire Local Transformation Plan (2018/9) – Annual Refresh

1.61. The Hampshire Local Transformation Plan states that it is committed to working towards parity of esteem for mental health services, reviewing and aligning mental health care pathways, out of area pathways, and crisis care. A key focus of this work stream is to ensure that effective crisis services for all ages are provided.

1.62. The plan states that it will improve population health and wellbeing across Hampshire by joining up a range of support and care services to achieve the outcomes, benefits and experiences that matter to individuals, their carers and families.

1.63. The plan also outlines its commitment to continuing work for vulnerable groups. The Transforming Care Programme will be a critical driver of change to support those young vulnerable groups. Demand is high for services for children and young people with Autism, so ensuring good services are in place both for young people and adults is identified as being crucial to success.

Appendix A18.2 Visitor Survey Findings

Saturday 25 Aug 2018

Location number	Time	No. of Adults	No. of Children	Total number in group	No. of Dogs	No. of Bikes	No. of Horses	Direction of travel	Postcode or Area From	Mode of Travel to Site
1	8:50	1		1	1			N		Walked
1	8:56	3		3	1			S	Warren Park	Walked
1	9:12	1		1	1			S	Leigh Park	Car
1	9:13	1		1				S		Walked
1	9:36	1		1	2			S		
1	9:42	1		1	1			N	Warren Park	Walked
1	10:28	2		2	1			S		Walked
1	10:28	1		1		1				Walked
1	10:28	1		1		1		S		Cycle
1	10:29	3		3	1			N	Warren Park	Walked
1	10:39	2	1	3				N		Car
1	10:55	1		1	1			N		Walked
1	11:05	5	7	12	2			N		Walked
1	11:10			0				N		Scramble Bike
1	11:20	1		1	1			N	Waterlooville	Car
1	11:22	1		1		1		S/N		Cycle
1	11:30	1	1	2		2		S		
1	10:19	1		1		1		S/N		Cycle
1	12:08	2	3	5		5		N		Cycle
1	12:10	1		1	1			N	Warren Park	
1	12:19	1		1				S		
1	12:19	1		1		1				Scramble bike
1	12:26	1		1				N		Walked
1	12:33	2	5	7	2			S		Walked
1	12:40	2		2		2		N		Cycle
1	12:40	3	2	5		2		S/N	PO18 0SQ	Car
1	13:05	1		1				N		Walked

1	13:10	2		2		2			Scramble Bike
1	13:20	1		1					Walked
1	13:25	2		2		2	N		Scramble Bike
1	13:49	2		2	1		S		Walked
1	14:07	2		2	3		N	Warren Park	Walked
1	14:12	2	2	4			N	Warren Park	Walked
1	14:57	1		1		1	N		Cycle
1	15:15	1	1	2			S		Walked
1	15:44			0			S/W		Scramble Bikes
1	15:52	1		1		1	N		Cycle
1	16:09	1		1		1	N		Cycle
1	16:34	1		1		1	N	PO9	Cycle
1	17:48	1		1	2		S		
1	17:54	3	3	6			S		
1	18:00	1		1			N		Walked
1	18:01	1		1			N		Quad bike
1	18:10	1		1	1		S		Mobility Scooter
	9:00	1		1	1		Loop	Warren Park	Walked
2a	10:32	1		1	1		N/S	PO9 4NT	Walked
2a	10:35	1		1	2		N/S	PO9 4LT	
2b	9:57	1		1	1		N		
2c	8:27	1		1	1		E		
2c	9:40	1		1	1		E		
2d	9:30	1		1	1		E	PO9 4LY	Walked
2e	10:30	2		2	1		E		
2	14:12	1		1	1		S		
2	17:23	1		1	1				
3	8:15	1		1	2		E		Walked
3	8:15	1		1	1		W		

3	8:15	1		1	1			E		
3	8:35	1		1	2			S	PO9	
3	8:42	1		1	1			N	PO8	
3	9:00	2		2				W	PO6	Car
3	9:00	1		1	1			W		Walked
3	9:02	1		1	2			S	PO9	Walked
3	9:22	1		1	2			W		
3	9:33	1		1				S		
3	9:41	1		1	1				PO9	
3	9:51	1		1				E	PO9	Walked
3	9:51	2		2	2	2		S		Bike
3	9:58	2	1	3	2			N	PO7	Car
3	10:17	1		1	2			S	PO9	Car
3	10:20	1		1	1			W	PO7	Car
3	10:32	3	1	4	3			W	PO8	Car
3	10:45	1		1	1			E		
3	10:46	2		2	1			S	PO9	Walked
3	11:15	2	1	3				W	PO9	Walked
3	12:00	1	1	2				W	PO8 9UU	Car
3	12:02	1		1	1			N	PO8	Car
3	12:19	1		1	1			W	PO7	Car
3	12:32	2		2				W	PO9 5EF	Walked
3	12:49	2		2	1			E	PO6 1AD	Car
3	13:07	1		1	1			N	PO9 3SD	Car
3	13:22	2		2				N	PO8 0FU	Car
3	13:22	1	1	2				E	PO7 8QB	Walked
3	13:45	1	2	3				E	PO30 8BA	Car
3	13:53	1		1				E		
3	13:59	1		1	2			S/E		
3	14:10	3	2	5	1			N	SO30 3GP & PO9 2LE	Car
3	14:15		8	8		8		N	PO9	Cycle
3	14:17	2		2	1			S		
3	14:29	2	1	3				N		

3	14:32	2	2	4	1		N		
3	14:33	2	2	4	1		S		
3	14:35	1	1	2			N	PO9 4HA	Walked
3	14:36	1		1	1		N		
3	14:40	2		2	1		W	PO9 5EH	Walked
3	14:43	1		1	1		N		
3	15:08	2		2			W	PO9 5SR	Car
3	15:13	1		1	1		N	PO14 4QP	Car
3	15:17	1		1	2		S		
3	15:19	2		2			N		
3	15:43	1		1	1		W	PO9 3LJ	Car
3	15:45	2		2	1		N	PO9 5RZ	Walked
3	15:46	2		2	1		N	PO9 2BE	Car
3	15:54	1		1	1		S	PO7 8HH	Car
3	16:12	1	1	2			N	PO7 8QB	Walked
3	16:13	2		2	1		S		
3	16:18	2		2	1		S	PO9 4RF	Car
3	16:23	2		2	1		N		
3	17:07	1	1	1	1		S		
3	17:09	2		2			S		
3	17:14	3	1	4			N		
3	17:19	1		1		1	W		
3	17:31	1		1	1		E	PO6 4EE	
3	17:41	1		1	1		S	PO5 9LA	Walked
3	17:54	1		1	1		S		
3	17:58	2	1	3	1		N		
4	8:18	1		1	1		N to SW		Walked
4	8:25	1		1	1		SW to N		
4	8:28	2		2			SW to N		
4	8:29	1		1	1		SW out	PO9	Walked
4	8:31	1		1	1		SW to N	Clanfield	Car
4	8:38	1		1			N to SW		
4	8:46	1		1	1		SW out	PO9	
4	8:50	1		1	1		N out		

4	8:52	1		1			N to SW		
4	8:53	1		1			in to SW		
4	8:56	1		1	1		in to N		
4	8:58	1		1			SW to N		
4	9:02	1		1	2		N to SW		
4	9:04	1		1		1	N to SW		
4	9:17	1		1	1	1	N to SW		
4	9:17	2		2		2	N to SW		
4	9:26	1		1	1		N to SW		
4	9:29	1		1	1		SW to N		
4	9:33	1		1	1		in to SW		
4	9:35	1		1			N out		
4	9:38	3		3	1		N out		
4	9:43	1		1			SW out		
4	9:44	2	1	3	2		N to SW		
4	9:48	1		1	1		N out		
4	9:48	1		1	1		N to N		
4	10:00	1		1			N to SW		
4	10:09	1		1			N to SW		
4	10:11	1		1	1		in to N	PO9	Walked
4	10:13	2		2		2	SW to N		
4	10:51	3	1	4	3		SW to N		
4	11:01	1		1			SW to N		
4	11:02	2		2	2		in N		
4	11:09	1		1		1	SW to N		
4	11:11	1		1	1		N out		
4	11:52	2		2			N to SW	Clanfield	
4	11:58	1		1	1		N to SW		
4	11:59	1	1	2			SW to N		
4	12:12	1		1	1		in SW	Havant	
4	12:23	2	1	3	1		SW to N		
4	12:28	2		2	1		in N		
4	12:40	1		1	1		SW to N		
4	12:53	1	2	3			SW out		

4	13:00	3		3	2		SW - NW
4	13:02	1		1		1	in - SW
4	13:03	1	2	3			in - N
4	13:11	1		1		1	Sw - N
4	13:16	2		2	1		NW - out
4	13:18	1		1	2		in - SW
4	13:35	2		2		2	SW - out
4	13:39	2		2			SW - NW
4	13:57	1		1	1		NW - SW
4	14:13	1		1	2		SW - out
4	15:00	1		1	1		SW - N
4	15:06	2		2			N - SW
4	15:07	1		1	1		in - N
4	15:08	1				1	N - SW
4	15:25	2	2	4	1	1	N - SW
4	15:33	1		1	1		SW - out
4	16:06	1		1	1		SW - N
4	16:12	2		2			in - SW
4	16:26	2		2			in - SW
4	16:31	2		2	1		SW - out
4	16:31	1		1		1	N - SW
4	16:32	3		3			SW - out
4	16:49	1		1		1	N - SW
4	16:58	2		2			SW -out
4	17:01	1		1		1	SW - N
4	17:16	1		1		1	N - SW
4	17:17	1		1		1	N - SW
4	17:31	2		2			SW - N
4	17:34	2		2			
4	17:39	1		1			in - N
4	17:39	3	1	4	1		N - SW
4	17:47	1		1		1	SW - N
4W	8:16	1		1			From W
4W	9:13	1		1	1		W

4W	9:40	1		1				From W		
4W	9:58	1		1	1			From W		
4W	9:58	1		1				W		
4W	10:10	1		1				From W		
4W	10:58	2		2			2	From W		
4W	11:43	1		1				From W		
4W	12:01	2		2	2			From W to S		
4W	12:14	2		2				W		
5	7:56	1	1	2	2			N		
5	8:02	1		1	2			E		
5	8:06	1		1	1			W	PO8	Car
5	8:07	1		1	1			S		
5	8:08	1		1	2			W		
5	8:11	1		1	2			W		
5	8:18	1		1				N		
5	8:30	1		1	1			N	PO8	Car
5	8:34	1		1	1			N		
5	8:34	2		2				N		
5	8:36	1		1				S		
5	8:36	1		1				E		
5	8:40	1		1				E		
5	8:43	1		1	1			S		
5	8:48	2		2	1			N		
5	8:48	2		2				S		
5	8:48	1		1				S		
5	8:53	1		1	2			S		
5	9:00	1		1		1		S		
5	9:06	1		1	2			S		
5	9:06	2		2	1			N		
5	9:12	1		1	1			N		
5	9:14	1		1	2			E		
5	9:15	1		1	1	1		S		
5	9:15	2		2		2		S	PO8	

5	9:17	1		1	1		S		
5	9:17	1		1	3		W	PO9	Car
5	9:21	1		1	2		N		
5	9:24	1		1	1		N		
5	9:27	1		1	1		N		
5	9:31	1		1	1		N		
5	9:35	1		1	1			PO9	Mobility Scooter
5	9:35	2		2	2				
5	9:35	2	1	3	2			PO7	Car
5	9:40	1		1	1		N		
5	9:41	1		1	4		N		
5	9:44	1		1	1		W	PO9	Walked
5	9:48	1		1	2		N		
5	9:57	1		1			S		
5	9:58	2		2	1		N		
5	10:00	3	1	4	3				
5	10:06	1		1			S		
5	10:11	2		2		2	S	1 mile away	
5	10:13	1		1	1			PO8	Car
5	10:14	2	1	3			N		
5	10:18	2		2	2		N		
5	10:20	1		1	2		N		
5	10:22	3		3	1			PO9	Walked
5	10:23	1		1	1			PO7	Walked
5	10:32	1		1	1		N		
5	10:33	1	1	2			N		
5	10:34	2		2	1		E		
5	10:34	1		1			N		
5	10:35	2		2	1		N		
5	10:39	1		1			N		
5	10:50	1		1	1		E		
5	10:59	2		2	1		N		
5	11:01	1		1	1		S		

5	11:08	1		1			N		
5	11:08	1		1	1		E		
5	11:11	1		1		1	N		
5	11:12	1		1			N		
5	11:13	1		1	3				
5	11:14	2		2	2		N		
5	11:25	3	1	4	1		N		
5	11:31	1		1	1		N		
5	11:43	2		2			S	PO8	Car
5	11:52	2		2	1		N	PO9	Car
5	11:55	1	2	3			N	PO3	Car
5	12:03	2		2	1		S	PO9	Car
5	12:20	2		2	1		N		
5	12:31	2	1	3	1		N		
5	12:36	2		2	1		N	PO9	Walked
5	12:40	1	1	2	1		E		
5	12:42	3	2	5	4	2	N		
5	12:59	2		2	1		N	PO9	Car
5	13:06	2	1	3	2		W		
5	13:08	1	2	3		2	N		
5	13:10	2		2	1		N		
5	13:11	1	2	3			N		
5	13:15	1		1		1	N		
5	13:29	2		2	2		N	PO9	Car
5	13:36	3		3	2		W		
5	13:42	2		2	1		N		
5	13:50	1		1	1		N		
5	13:54	2		2	1		N		
5	13:56	1		1	1		S		
5	13:59	1	1	2	1		N		
5	14:52	1		1	1		N		
5	14:53	2		2	1		N	BN43	Car
5	15:00	2		2			S		
5	15:00	2	2	4	1		N		

5	15:05	1		1	1		N		
5	15:15	2	2	4	1		S	PO9	Walked
5	15:17	2		2	1		N	PO9	Car
5	15:18	1		1	1		N		
5	15:45	2	1	3			S	PO9	Car
5	15:46	2		2	2		N	PO8	Car
5	15:54	2		2	1		N		
5	15:55	2		2	1		S		
5	16:02	2		2	2		S	PO9	Car
5	16:03	2		2	1		S	PO9	Car
5	16:17	2		2	2		N		
5	16:23	2		2	2		S	PO10	Car
5	16:30	2		2	1		S		
5	16:30	1		1		1	W		
5	16:42	2		2			S		
5	16:45	2		2	1		N		
5	16:47	1		1		1	S		
5	16:50	1		1	1		S		
5	17:12	1		1	1		N		
5	17:14	1		1		1	S		
5	17:15	1		1		1	S		
5	17:21	1		1	1		W		
5	17:25	1	2	3	1		N		
5	17:26	2		2	1		W		
5	17:37	1		1	1		S		
5	17:38	2	3	5			N		
5	17:44	1		1			N		
5	17:45	1		1	1		N		
5	17:50	1		1		1			
6	8:00	1		1	1		N		
6	8:15	3		3			W		
6	8:21	1		1			E		
6	8:35	1		1			S		
6	8:38	1		1	1		W		

6	8:38	1	1	2	3			S		
6	8:38	1		1	1			S		
6	8:40	1		1	1			W		
6	8:40	2		2	2			N		
6	8:40	1		1				W	PO9	Car
6	8:45	1		1				S		
6	8:46	1		1	2			N		
6	8:48	2		2	1			E		
6	8:54	2		2				W		
6	8:59	1		1	2			S		
6	9:00	1		1		1		S		
6	9:02	1		1	2			W		
6	9:06	2		2	2			S		
6	9:06	2		2	1			S		
6	9:13	2		2		2		S		
6	9:15	2		2	1			N		
6	9:23	1		1	1			S		
6	9:30	1		1	1			W		
6	9:31	1		1				S		
6	9:32	2		2	2			W		
6	9:32	1		1	1			W		
6	9:40	2		2	1			N		
6	9:42	1		1		1		E		
6	9:44	2		2	1			S		
6	9:44	1		1	1			W		
6	9:48	1		1	3			S		
6	9:49	1		1	1			S		
6	9:56	1		1				S		
6	9:57	1		1				W		Car
6	9:58	1		1	2			N		
6	10:02	1		1	2				Bedhampton	Car
6	10:03	1		1				S		
6	10:06	2		2	1			W		
6	10:11	3	1	4	3			W		

6	10:13	1		1	1			E		
6	10:15	2		2			2	E		
6	10:19	2		2		2		W		
6	10:20	1		1	1			W		
6	10:21	2	1	3				W		
6	10:28	3		3	1			W		
6	10:29	1		1	2			W		
6	10:30	2		2	1			S	Cowplain	Car
6	10:34	2		2				N		
6	10:40	2		2				N		
6	10:40	1		1				S		
6	10:41	1		1	1			S	Emsworth	Car
6	10:58	1		1	1			S		
6	11:04	2		2	1			W from S		
6	11:12	1		1		1		E from S		
6	11:13	2		2	1			S from W		
6	11:17	2		2				N from E		
6	11:23	2	1	3	1			W from S		
6	11:25	1		1				W from S		
6	11:32	1		1		1		E from W		
6	11:33	3	1	4	1			W from S		
6	12:00	2		2	1			W from S		
6	12:01	1		1	1			E from S		
6	12:04	1		1		1		W from S		
6	12:06	2		2	1			W from S		
6	12:10	3	2	5	2			W from S		
6	12:11	1	1	2				W from S		
6	12:15	1	1	2	1			S from E		
6	12:26	2		2	2			E from S		
6	8:24	2		2	4			N from S		
6	12:40	1		1				S from W		
6	12:41	2		2	1			W from S		
6	12:50	3	4	7	4			W from S		
6	12:56	2		2				E from S		

6	12:58	2		2		2	E from W		
7	13:01	1		1			E/N	PO8 8TP	Walked
7	13:08	1	1	2			E/E	PO7 8QB	Walked
7	13:10	1		1			N/E	PO7 8QQ	Run
7	13:17	2		2		2	E/N		2 Scramble Bike
7	13:22	1		1			N		Run
7	13:25	2		2		2	N/W		2 Scramble Bikes
7	13:35	2		2	1		E/S	PO9 4HU	Walked
7	13:43	2		2		2	S	PO9 3LY	Cycle
7	13:45	1		1	2		E/N	PO8 8XG	Walked
7	13:47	2		2	1		E/N	PO7 8SJ	Walked
7	13:54	1		1		1	E/S		Scramble Bike
7	14:00	1		1			S	Cowplain	Walked
7	14:05	1		1	1		E/N	PO7 8ST	Walked
7	14:18	2	2	4			N/W		Walked
7	14:37	3		3		3	S/W		Cycle
7	14:50	2	3	5	3		S		Cycle
7	14:55	2	1	3			W/S		
7	14:56	4		4		4	S/W		4 Scramble Bikes
7	15:00	1		1		1	N		Cycle
7	15:05	1		1		1	S		Scramble Bike
7	15:05	1	1	2			W/S	Warren Park	Walked
7	15:07	1		1		1	S		Cycle
7	15:20	1		1		1	S/W	PO7 8RL	Cycle
7	15:25	1		1			N	PO5 4LJ	Car
7	15:49	1		1			S/W	PO7 7QD	Run
7	15:55	1		1		1	N/W		Cycle
7	16:08	2		2			W/W	PO8 9DG	Walked

7	16:10	1		1		1		N	PO7 7PR	Cycle
7	16:16	1		1		1		E/N		Cycle
7	16:38	1		1		1		N		Cycle
7	16:38	1		1		1		W/N		Cycle
7	16:47	1	1	2	1			S/E	PO8 8NE	Car
7	17:03	1		1		1		E/N		Cycle
7	17:15	1		1		1			PO8 9BP	
7	17:20	2		2		1		S/E	PO8 0XP	Car
7	17:20	2	2	4	1			E/W		
7	17:25	1		1	1			E/N	PO9 4JN	Mobility Scooter
7	17:40	1		1	2			E/S	PO9 4NG	Walked
7	17:45	3	3	6				W/S	Warren Park	Walked
7	18:05	1		1		1		N/W		Quad bike
7	18:06	1		1	1			N/E	PO9 4HD	Walked
		628	118	744	338	107	2			

Note: That some people, dogs and bikes may have passed more than one surveyor and will be double counted

Wednesday 29 Aug 2018

Location number	Time	No. of Adults	No. of Children	Total number in group	No. of Dogs	No. of Bikes	No. of Horses	Direction of travel	Postcode or Area From	Mode of Travel to Site
3	08:05	2		2	2			W/W		
3	08:19	1		1				W/W		
3	08:48	2		2				W/W		
3	08:52	1		1	1			E/E		
3	09:11	1		1	1			E/E	Local	
3	10:46	2		2	1			N/E		
3	10:54	2		2	1			E/E		
3	10:55	2		2	5			W/W		
3	11:22	1		1	1					
3	11:25	1		1		1		E/E		
3	11:26	3	5	8				E/E	PO2 8AY	
3	12:01	1		1	1			W/W	PO8 9NZ	
3	12:03	2		2				E/E		
3	12:06	1		1				E/E		
3	13:56	1		1	2			E/E		
3	14:40	2	1	3	3			W/W		
3	14:42	2	1	3	1			W/W		
3	15:14		2	2		2		E/E		
3	15:24	2	1	3				E/E		
3	16:05	2		2	2			E/E	Local	
3	16:15	1		1	1			W/W		
3	17:00	1		1	1			W/W		
3	17:25	1		1	1			W/W		
3	17:26	1		1	2			N/W/S/W	Local	
3	17:50	1		1	4			W/W/N		
4	08:00	1		1	1			N/E	PO9 6BB	Walked
4	08:07	2		2	2			W/E	PO9 5HN	Walked
4	08:23	1		1				W/E	PO6	Walked
4	08:43	1		1	1			E/W	PO9 6DE	Walked

4	08:51	2		2			W/E	PO9 5EE	Walked
4	09:02	1		1	1		E/W	PO9 6BE	Walked
4	09:10	1		1				Romsey	Car
4	09:27	1		1	1		N/E	PO9	
4	09:55	1		1			N/W		
4	10:31	2		2	2		E/N	PO9 6FA	Walked
4	10:48	1	1	2		2		PO9	Cycle
4	10:52	2		2	5		N/W		
4	10:52	2		2	1		E/W		
4	11:10	1		1	1		E/W	PO9 6DE	Walked
4	11:24	1		1		1	E/W W/N	PO9 5EQ	Cycle
4	11:31	1	2	3	1		W/N	PO7 5EF	Car
4	11:45	2		2			N/E		
4	12:04	1		1	1		E/W W/N		
4	12:06	1		1	1		E/N	PO9 6DE	Walked
4	12:28	1		1			N/W W/E	PO9 5DT	Run
4	12:51	1		1			W/N		
4	13:35	1		1			SW/E		Walked
4	13:45	1	2	3		3	SW/NW		Cycle
4	13:55		2	2	1		NW/SW		Walked
4	14:15	1		1	2		SW/SW		Car
4	14:30	1		1			SW/NR		
4	14:30	1		1			SE/SW		Walked
4	14:35	2	1	3	3		NW/SW		
4	14:40	2	1	3	1		NW/SW		
4	15:15		2	2		2	NW/SW		Cycle
4	15:55	1		1			NW/SE		
4	16:10	2		2	2		SW/NW		
4	16:10	1		1	1		NW/SW		
4	16:35	1		1	2		SE/NW	PO9	Walked
4	17:00	1		1			SE/NW		
4	17:05	1		1	1		SW/NW		
4	17:35	1		1	1		SE/NW	PO8	Car

4	17:40	1		1	2		NW/SW	PO9	Walked
4	17:50	1		1	1		SE/NW		
5	08:00	2		2	1		W/N		
5	08:10	1		1	2		S/E		
5	08:16	1		1	1		W/N		
5	08:17	2		2	2		S/E		
5	08:34	1		1	2		S/E		
5	09:23	1		1	1		W/S	PO9	Walked
5	09:24	1		1	1		S/E		
5	09:34	1		1	2		W/N		
5	09:41	2		2	6		W/N		
5	09:43	2		2	4		W/N		
5	09:44	2		2	1		W/S	PO8	Car
5	09:52	1		1			S/S		
5	09:52	1		1	2		S/E		
5	09:59	2		2	1		S/E		
5	10:05	1		1	2		W/W		Walked
5	10:27	3		3			W/N		
5	10:31	1		1			W/N		
5	10:37	2	1	3	2		W/W	PO9/8	Car
5	10:38	1		1	3		W/S	PO8	Car
5	10:42	1		1	2		W/S	PO8	Car
5	10:46	1		1	2		W/N		
5	10:55	1		1	1		W/N		
5	11:08	2		2	1		S/E		
5	11:25	1		1		1	N/N		
5	11:28	1		1	1		W/N		
5	11:37	2		2	1		W	PO9	Car
5	11:39	2		2			S/S		Walked
5	11:42	1	2	3	1		N/N		
5	12:09	1		1	2		W/W	PO9	Car
5	12:10	1		1	2		W/N		
5	12:14	1		1			N/N		

5	12:26	1		1			S/S		
5	12:37	1		1	1		W/S	PO8	Car
5	12:44	2		2			W/N		
5	12:59	1		1	1		W/S	PO18	Car
5	13:43	1	2	3		3	N/N		
5	13:45	1		1	2		W/N		
5	13:16	0		0			W/N		
5	13:47	0		0			E/S		
5	13:47	1		1		1	W/W		
5	14:00	2		2	1		W/N		
5	14:01	1		1	1		W/S	PO8	Car
5	14:07	1		1	1		W/N		
5	14:09	1		1	3		W/N		
5	14:12	1		1			W/N		
5	14:13	1		1	5		W/N	PO7	Car
5	14:21	2	1	3	3		W/S	PO8	Car
5	14:30	2	1	3	1		W/S	PO9	Walked
5	14:31	2		2	2		S/S	PO3	Car
5	14:33	1		1			N/N		
5	14:40	2		2			W/N		
5	14:40	2		2	1		W/S	GU51	Car
5	14:51	1		1	1		W/N		
5	14:57	1		1		1	S/E		
5	15:00	1		1	1		W/N		
5	15:00	2		2	2		W/N		
5	15:09		2	2		2	W/S		
5	15:10	2	1	3			W/N		
5	15:26	1		1	1		W/N		
5	15:58	1		1	1		W/W	PO7	Car
5	16:08	1		1	2		W/W		
5	16:33	1		1	2		W/W		
5	16:37	1	1	2	1		W/W		
5	16:41	1		1	2		S/E		

5	16:44	1		1	1		W/N		
5	16:48	1		1	1		W/W		
5	16:49	1		1	1		W/N		
5	16:57	1		1	1		E/S		
5	17:05	1		1	1		W/W	PO9	Car
5	17:05	1		1			N/N		
5	17:09	1		1	4		W/N	PO8	Car
5	17:10	1		1	1		N/E		
5	17:21	1	1	2	2		W/S		
5	17:23	2		2	2		W/N		
5	17:24	1		1	2		W/N		
5	17:29	1		1	2		W/S	PO9	Walked
5	17:47	1		1	1		W/N		
5	17:50	2		2			S/W		
5	17:54	1		1		1	E/S		
5b	08:15	1		1	2		W/S from pond		
5b	08:45	2		2	2		W/S from pond		
5b	09:10	1		1	1		W/S from pond		
5b	09:40	1		1	1		W/W from pond		
5b	11:15	3		3	1		E/E from pond		
5b	14:25	2		2	2		W/S from pond		
5b	15:30	1		1	1		N/W from pond		
5b	16:25	1		1	1		W/S from pond		
5b	16:43	1		1	2		W/S from pond		
6	08:05	1		1	2		E/S	PO9 6HW	Walked
6	08:08	2		2	1		N/W	PO8 9JF	Car
6	08:46	1		1	1		W/N	PO9 6HF	Walked
6	09:15	2		2	6		N/W	PO7 8	Car
6	09:47	2		2	4		N	PO9 5JR	Car
6	09:48	1		1	2		E/S		
6	09:54	1		1			W/S		
6	09:55	1	1	2	1		E/S	PO9 6AR	Walked
6	10:06	1		1	1		N/W	PO9 6AS	Car

6	10:25	2		2	1			E/S		
6	10:31	1		1	5			N/N	Portchester	Car
6	10:32	3		3				N/E	PO8 9JG	Car
6	10:46	1		1	2			E/S	Havant	Car
6	10:46	2		2				W/S		
6	10:47	3		3	1			N/N		
6	10:52	1		1	2			N/W		
6	10:55	1		1	2			N/W		
6	10:58	1	1	2	1			E/S	PO9 3	Car
6	10:58	1		1	1			E/S	PO8 0	Car
6	11:02	1		1	2			N/W	Cosham	Car
6	11:05	2		2				E/S		
6	11:37	2		2				W/S	Waterlooville	Walked
6	11:30	2		2				W/W		
6	11:30	1		1		1		N/E		
6	11:38	1		1		1		N/W		Cycle
6	11:45	1		1		1		W/W	Little Hackets	Cycle
6	11:46	1	2	3	1			N/W		
6	11:50	2		2	2			W/W		
6	11:51	1		1	1			W/W		
6	11:55	1		1				W/W	PO9 6DF	Run
6	12:15	1		1	2			N/N	PO2 0PJ	Car
6	12:27	1		1		1		N/N	Portsmouth	Car
6	12:31	2		2		2		E/S		
6	12:44	1		1		1		E/S	PO10 7PA	Car
6	12:52	1		1				N/W	GU31 4QE	Car
6	12:52	1		1				N/W	PO7 HHL	Car
6	12:56	1		1	2			S/S		
6	13:12	2		2	2			N/W	PO9 2YJ	Car
6	13:15	1		1		1		W/W	PO8 8JA	Cycle
6	13:20	2		2				E/S		
6	13:25	1		1				N/E		
6	13:56	1		1		1		W/N	PO2 9	Train

6	14:05	1	2	3		3	N/W	PO2 9SR	Car
6	14:07	1		1	3		N/N	PO9 6BT	Car
6	14:15	1		1	1		N/W	PO9 6BU	Car
6	14:32	1		1			N/W	PO2	Car
6	14:34	1		1	2		N/N		
6	14:34	1		1	1		E/S		
6	14:35	2		2	1		N/W		
6	14:30	1		1			W/W		
6	14:36	1		1	1		N/W	PO8 0	Car
6	14:37	1		1	2		N/S	PO11 9HW	Car
6	14:39	1		1	1		N/W	PO6 3HD	Car
6	14:40	2		2			W/W	PO9 6AY	Walked
6	14:43	1		1	2		N/W		
6	16:05	2		2	2		E/S	PO7 5DT	Car
6	16:07	1		1	1		N/W	PO9 2RG	Car
6	16:30	2		2	1		S/S	PO9 2QR	Car
6	16:35	1		1	1		E/S	PO10 7AX	Car
6	16:55	1		1	1		N/W	PO9 6HW	Walked
6	16:57	1		1			E/E	Waterlooville	Run
6	17:00	1		1		1	W/W	Cowplain	Cycle
6	17:03	2		2	1		E/S	PO9 2QG	Car
6	17:05	1		1	1		E/S	PO9 6HQ	Walked
6	17:08	1		1			N/W	PO22 6LU	Car
6	17:09		2	2		2	E/S		
6	17:14	2		2			W/W	PO9 6AR	Run
6	17:18	2		2	3		N/W	PO8 9RA	Car
6	17:25	1		1	1		S/S		
6	17:26	2		2	3		N/S		
6	17:38	1		1	1		W/W	PO9 4QE	Run
6	17:49	1		1	2		E/S	PO9 2QS	Car

7	08:00	1		1	2			N/W		Walked
7	08:00			0						Walked
7	09:50	2		2				N/E	PO7 8QQ	Walked
7	09:59			0				N/E		Walked
7	10:12	1	1	2	1			E/S	PO9 (Warren)	Walked
7	10:32	1		1	3			E/N	PO7 8QQ	Walked
7	10:50	2		2				N/E	PO7 8 (Tempest)	Walked
7	11:04	2		2	2			E/N	PO8 (Cowplain)	Walked
7	11:15	1		1	1			N	Bedhampton	Car
7	11:35	1	2	3	1	2		E/N	PO7 (Tempest)	Walked/Cycle
7	11:36	1		1		1		S		Cycle
7	12:19	1	1	2		2		E/N	PO7 8JU (Tempest)	Cycle
7	12:24		2	2		2		N/E	Leigh Park	Cycle
7	13:02	1		1		1		E/N	Cowplain	Cycle
7	13:30	1		1		1		S/E		Cycle
7	13:30	1	2	3		3		E/N		Cycle
7	13:58	1		1				E/S	PO9 (Warren)	Walked
7	14:28	1	2	3		3		N/W		Cycle
7	15:04	1		1		1		S		Cycle
7	16:25	1		1		1		N		Cycle
7	16:35	2		2		2		N		Scramble bikes
7	16:37	1		1				E/N		Walked
7	16:44	1		1		1		E/N		Cycle
7	17:02	2		2	2			E/S	PO9 (Warren)	Walked
7	17:24	1		1	1			E/N		Walked
7	17:48	1		1	1			N	PO9 4HD	Walked
7	17:48	1		1		1		E/N		Cycle
7	17:48	1		1				N		Walked
7	17:52	2		2	3			S/E		Walked
7	18:02	1		1	1			N/W		Walked
		322	51	373	273	56	0			

Note: That some people, dogs and bikes may have passed more than one surveyor and will be double counted

Supporting Information

HTWSR Vistor Survey - August 2008

Weather

Sat 25/08/18 (0800-1800) Warm and sunny, very little wind

Wed 29/08/18 (0800-1800) Initially overcast with some drizzle, from 0830 dry but overcast

Portsmouth Water Survey Team	Sat 25/08/18			Wed 29/08/18	
	AM	PM		AM	PM
1	Richard Levett	Richard Levett		None	None
2	Tracey Viney	None		None	None
3	Jill Pearce & Laura	Donna Viney		Rosie Willoughby	Rosie Willoughby
4 & 4W	Gosia Hudson	Georgia Rowe		Karen Moore/ Ann Jones	Quentin Gallagher
5	Ellie Mullineaux	Ellie Mullineaux		Ellie Mullineaux	Ellie Mullineaux
5b (from 6)	None	None		Tracey Viney	Tracey Viney
6	Emma Camm	None		Tracey Viney	Tracey Viney
7	None	Tracey Viney		Richard Levett	Richard Levett

	No. of Adults	No. of Children	No. of Dogs	No. of Bikes	No. of Horses
Sat 25/08/18	628	118	338	107	2
	x 104 = 65,000	x 104 = 12,000			
104 weekend days each yr					
Wed 29/08/18	322	51	273	56	0
261 week days each yr	x261 days = 84,000	x 261 = 13,000			

Note: That some people, dogs and bikes may have passed more than one surveyor and will be double counted

Note: Any summer weekday and weekend day will be busier than in the winter. Need winter

Notes:

1. Survey on 25/08/18 found that the majority of people moved north from location 1 to 7, very few went east over the stile into the field, so concentrated survey effort at location 7 on 29/08/18 to capture those entering from Cowplain to the west and those

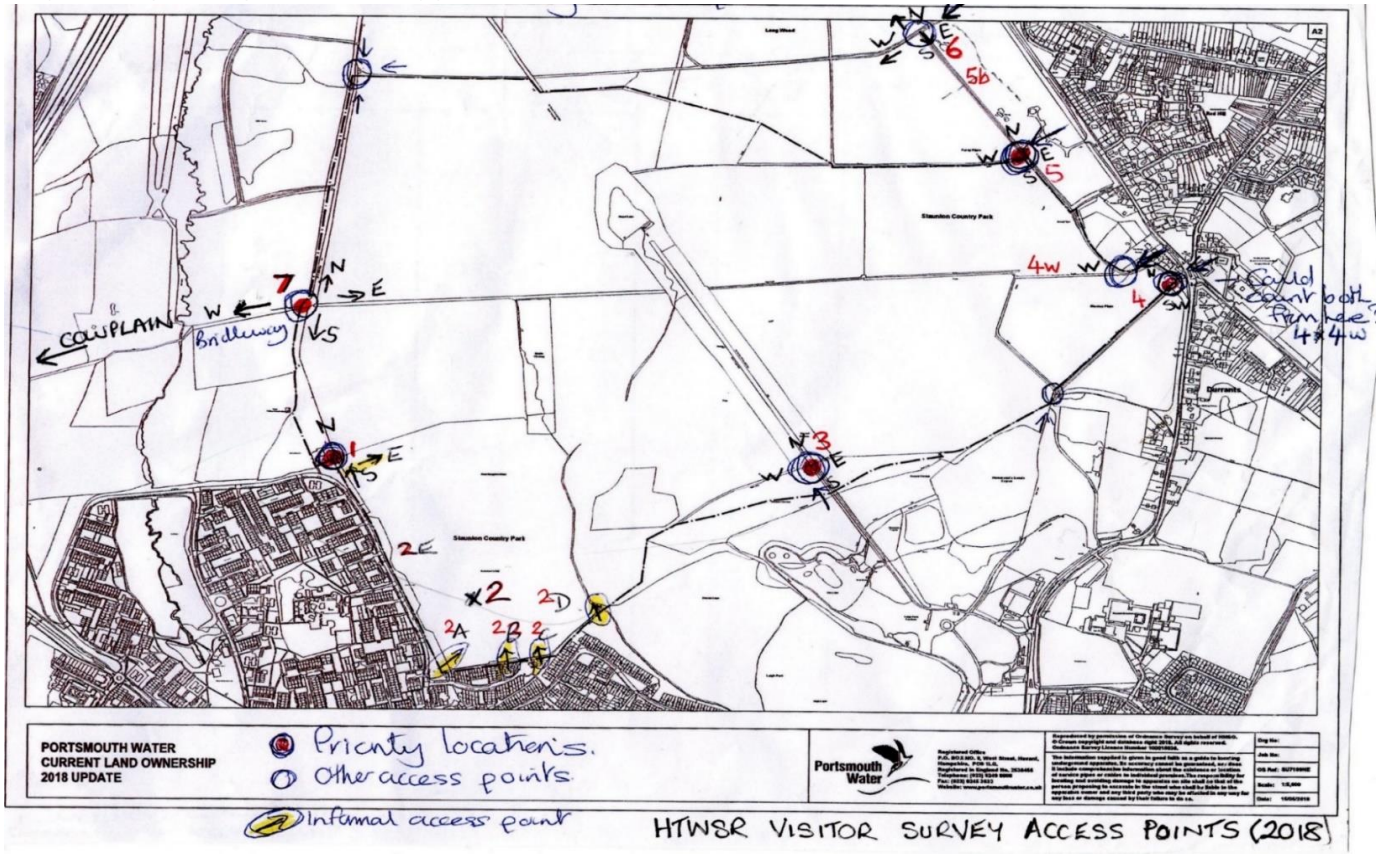
2. Very few people entered the site from the permissive access points at location 2 on 25/08/18, so moved survey resource to location 7 in the afternoon which was much more productive.

3. The direction of travel indicates the direction the person was moving towards. If shown as E/N the person was heading east approaching the surveyor then when they reached the junction where the surveyor was located they headed off to the north (This detail may not have been recorded initially on 25/08/18)

4. The survey was undertaken by volunteers who were not required to speak to those passing unless they were comfortable to do so. As a minimum they were asked to complete the information for columns C,D,F,G,H & I. Some surveyors were more confident about speaking to people than others. It was generally more difficult to stop and ask people who were running or cycling the

5. Red text indicates a query

Map showing the August 2018 survey points



Appendix A18.3 Visitor number and recreational amenity facilities review (Summary paper) July 2019

Summary Paper

Havant Thicket Winter Storage Reservoir: Visitor number and recreational amenity facilities review

Planning Solutions Consulting Limited

July 2019

Client	Portsmouth Water
Client contacts	Simon Hughes, Tracey Viney
Title	Havant Thicket Winter Storage Reservoir: Visitor number and recreational and amenity facilities review
Version	Summary Paper
Date	July 2019
Contact details	Planning Solutions Consulting Limited 9 Leigh Road Havant Hampshire PO9 2ES www.pslplan.co.uk

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1.0 Introduction

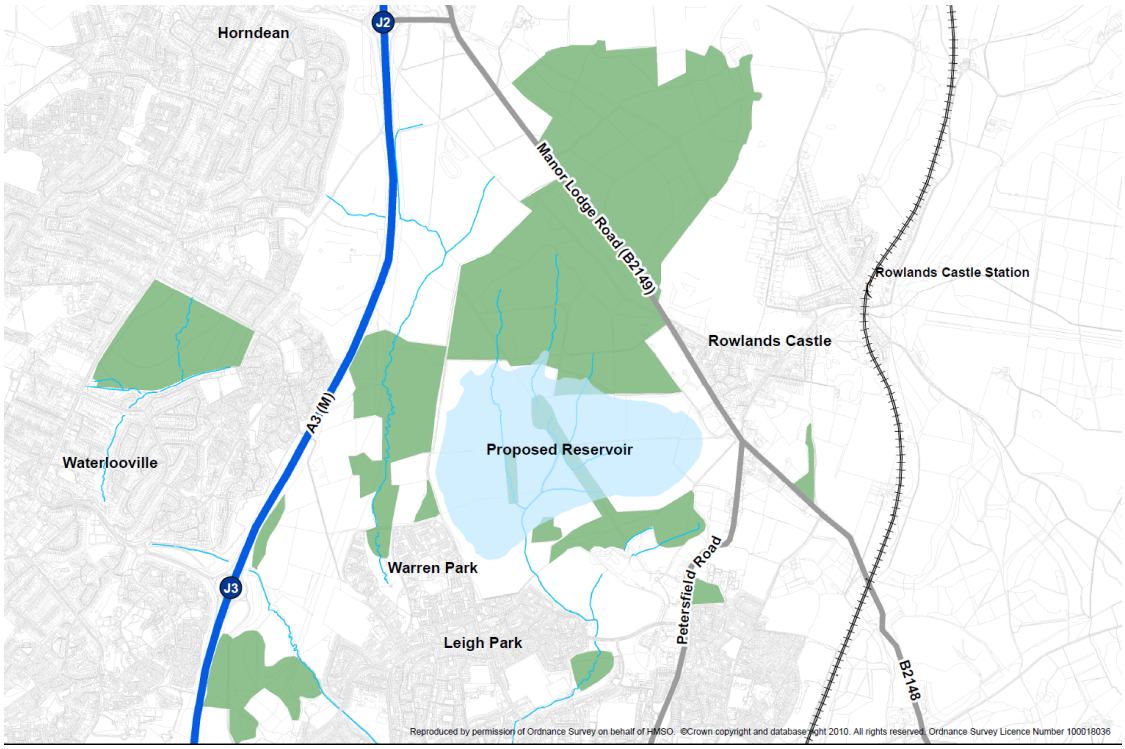
Planning Solutions Consulting Limited has been commissioned by Portsmouth Water to identify and assess potential visitor numbers and associated car parking requirements for three development scenarios in respect of the recreational services and facilities which will be introduced as part of the Havant Thicket Winter Storage Reservoir (HTWSR) project.

This is a summary briefing paper which references the site context, the key findings from the market review and options appraisal. It also summarises the visitor modelling and car parking requirements for the three scenarios considered. The detailed findings of the modelling and analysis are set out in the **Full Report.**

The three lead scenarios are summarised in Appendix 1.

Site context

The reservoir project covers approximately 160 hectares of which some 120 hectares will be the waterbody itself. The site is located in Hampshire to the north of Havant, to the north east of Warren Park and west of Rowlands Castle. Interestingly, the boundary of the South Downs National Park is less than half a mile from the north east boundary of HTWSR site.



Location plan. Source: Portsmouth Water

The site is bordered by Forestry Commission and Hampshire County Council land ownership and these organisations along with Hampshire and the Isle of Wight Wildlife Trust (HIoWWT) and South Downs National Park Authority (SDNPA) are important project partners.

There is some established existing informal recreation use of the site. The site is mainly surrounded by woodland and part of the site is within the Staunton Country Park (SCP) historic park and gardens which is an important consideration in respect of future uses and activities in these areas. From a visitor experience perspective, the landscape is attractive and, for many, it will be enhanced through the introduction of a large landlocked water body, which is a relatively unique offer within the sub-region. It is worth noting that drawdown of water in certain periods could impact on some water uses and may in some limited circumstances make the views less attractive to general visitors.

Visitor flows to the site must be managed effectively in line with its environmental carrying capacity (which is to be agreed among partners in defining the preferred project) and it is important to ensure that the HTWSR site has a distinctive offer and does not draw visitors away from the neighbouring SCP. Portsmouth Water's strategy is to complement its neighbours and partners, including Staunton Country Park and the South Downs National Park.

2.0 Market review

The Full Report contains a detailed demographic profile of the 15,30 and one hour drivetime catchments from Havant Thicket as well as the level of forecast population growth. In terms of headline residential figures, within the immediate core 15-minute drivetime market place the population is just under 250,000 which is relatively high. Within the overall 30-minute drivetime contour the population increases to approximately 700,000 and close to 1.75 million within an hour's drive.

All demographic data was sourced from CACI[1].

In terms of passing traffic, the latest data from the 2017 manual count on the nearby A3(M) indicates an average annual daily flow of traffic at 65,152 vehicles per day, which has increased from some 47,500 in the year 2000. Whilst not directly passing the site, this high volume of traffic will lead to a level of 'stopping off' use by motorists which is factored into the analysis.

Traffic data from the earlier transport assessment on the B2149 showed daily two-way vehicle numbers at 979 per hour or approximately 11,747 per day (12 hour flow). This is likely to have also shown growth over the past ten years and the high level of traffic passing the site will help to build awareness of the new facility.

Tourist visits to the site are likely to represent a minor proportion of overall visits and it is unlikely that the reservoir will become a major tourism destination in its own right. However, as a large waterbody on the edge of the South Downs National Park it could attract day visitors, people staying with friends and relatives and some tourists in the sub region to visit the site for outdoor recreation. There would be more visits from tourists to the more intense form of development scenario considered in the options.

In terms of the competitive profile, we assess the range of facilities serving the recreation and days out market as well as a broad spectrum of case examples with different scale and type of outdoor recreation sites (see Appendix 2). The sites were chosen to provide an extensive range of comparable examples for the different scenarios relating to elements

[1] Crown copyright 2013. Source: Office for National Statistics licensed under the Open Government Licence v.3.0. © Crown Copyright. Data supplied by National Records of Scotland. Source: NISRA : Website: www.nisra.gov.uk Contains Ordnance Survey data © Crown copyright and database right 2013

such as site characteristics, range of built facilities, presence of a large waterbody and urban edge locations. The information gathered includes visitor numbers and parking spaces.

It is important to note the Havant Thicket site is on the edge of the South Downs National Park. The wider region also offers a number of landmark attractions within easy reach including the Spinnaker Tower and Historic Dockyard in Portsmouth. It is worth highlighting that Hampshire County Council is undertaking a major programme of investment at their five country parks including the neighbouring Staunton Country Park.

3.0 Options appraisal

The options were developed in response to the extensive earlier community and stakeholder research (please refer to the Interim Report on Community and Stakeholder Involvement, October 2008 (Arup)).

As part of this study, we have evaluated a long list of options as part of the overall range of facilities at HTWSR. The options appraisal assessed various product elements including those considered in the original consultation as well as existing examples of good practice elsewhere. Full details are in the full report along with the associated 'pros' and 'cons'.

3.1 Development scenarios

We have considered and evaluated three scenarios relating to a low, medium and high level of intervention:

Scenario 1 (low level of intervention)

This Scenario represents a low-key visitor experience with a limited range of facilities as described in the table below. This option will incorporate attractive external environment with a range of recreational trails and activities. The facility will be accessible on a year-round basis although the catering kiosk will operate on a restricted seasonal basis.

Scenario 2 (medium level of intervention)

The medium scenario is based on the post public consultation outline plan (2009) of Portsmouth Water. In effect this medium level is an enhanced country park facility with high quality visitor infrastructure and services, including a main hub in the form of a purpose-built visitor centre.

Scenario 3 (high level of intervention)

Scenario 3 is a high level of intervention based upon a visitor destination with a more intense level of recreation and commercial use compared to Scenario 2 above. The main difference relates to the introduction of a beach and commercial water-sports and built facilities on a larger scale.

3.2 Assessment criteria and scoring matrix

We have used a range of criteria within a weighted scoring matrix to assess the three development scenarios (please see Table 2 below). Each scenario was assessed against criteria that showed how each element contributed to the Company's strategic objectives for the project. This gave us an objective measure of each scenario's contribution to achieving the Companies' priorities. Scores in the matrix are ranked from 1 to 10. Within the scoring matrix itself we have applied a weighting (from +3 to -3) which reflects the strategic objectives and priorities for the project. Some of the weighting scores are negative to reflect that the criteria in these cases represent an unfavourable outcome for the project.

Scenario 2 emerges as the preferred option from the matrix scoring system.

In terms of the impact on the environment and the fit with the lead target markets, Scenario 1 (Low) gains a slightly higher score but it fails to deliver strongly on strategic and policy outcomes. Scenario 3 (High) scores poorly on environmental impact and deliverability.

Scenario 2 (Medium) scores significantly higher on deliverability and gains the highest overall weighted score, ahead of Scenario 1 with a large differential over Scenario 3. (Without applying a weighting system, Scenario 1 and Scenario 2 are within half a point of each other's score, with both scenarios significantly ahead of Scenario 3).

Table 2. Scoring matrix for scenarios considered

Options	Learning	Environment		Health and safety	Market appeal				Contributing to policy	Financial considerations		Deliverability			Total weighted score
	Opportunity to deliver education experiences	Potential impact on bio-diversity*	Maintains rural character	Health and safety implications related to intervention *	Potential to attract existing users	Potential to attract additional local community and immediate population (up to 30 minutes	Potential to attract people living outside 30 minute catchment*	Potential to engage with tourism market place*	To what degree will the intervention contribute to policy outcomes	Indicative capital cost*	Potential need for revenue support	Ease of deliverability	Level of risk*	Potential partner interest	
Weighting	**2.0**	**-3.0**	**3.0**	**-3.0**	**2.0**	**2.0**	**-1.0**	**-1.0**	**2.0**	**-1.5**	**1.5**	**2.5**	**-2.0**	**2.5**	
Option 1: Minimum level of intervention	4.0	4.0	7.5	4.0	8.0	6.0	3.0	3.0	3.0	2.0	2.0	7.0	3.0	1.0	**48.5**
Option 2: Medium level of intervention – visitor centre	7.0	6.0	5.0	5.0	8.0	8.0	6.0	6.0	7.0	6.0	5.0	5.0	5.0	8.0	**51.0**
Option 3: High level intervention – visitor centre and associated water based uses	7.0	7.5	3.0	7.5	7.5	9.0	8.0	8.0	8.0	8.0	6.0	4.0	7.0	5.0	**16.5**

* Negative weighting shows that lower score is preferable outcome in this category

4.0 Visitor modelling

4.1 Existing users

The estimates for the level of current use are based on visitor survey work carried out at various entry point locations at the site in the Summer of 2018 (August Bank Holiday, 27th August 2018 and a weekday after the Summer holiday in September 2018) by Portsmouth Water with adjustments made for estimates of throughput at different periods through the year by season, duplication on multiple entry points and the day of the week.

The total annual estimate for the current level of use is some 93,000. This may need to be confirmed once further onsite survey is carried out. Dog walkers represent a high proportion of visitors surveyed (just under 50% at weekends) which leads to a high level of daily (repeat use). It is worth noting that the existing Forestry Commission carpark is able to cope with the current level of car borne visits to the site via this entry point.

Currently Staunton Country Park attracts in excess of 280,000 admissions including Leigh Park Gardens which is estimated to attract some 120,000 annually. Leigh Park Gardens is forecast to boost this figure by some 60,000 annual visits to 180,000 following the completion of the Heritage Lottery Fund project. Clearly there is some overlap between these visitors and a proportion of the visits are made by the same people to both Leigh Park Gardens and Staunton Country Park.

4.2 Visitor forecast analysis

The work carried out by Arup in 2009 forecast some 125,000 visitors per annum might be expected to visit the reservoir site.

We have carried out an additional demographic comparative analysis for five relevant case examples selected in discussion with the project team based on their range of facilities, scale of activity and the location in respect of nearby urban areas (one for Scenario One, and two each for Scenarios Two and Three).

4.2.1 Scenario 1 (low level)

We have applied different penetration rates (representing the proportion of the population within each category who would be expected to visit over a 12 month period) and frequency (levels of repeat visits) to the key core market categories.

This shows a relatively high level of local regular use which will impact upon the later analysis relating to car parking requirements because locals have a higher propensity to travel on foot to the site. Clearly with this option there is limited appeal beyond the 30 minute drive-time catchment.

Table 3. Summary of estimated users – Scenario 1

Market	Size	Penetration	Level of repeat visits	Estimated visits
Residential market (drive-time catchment)				
Up to 15 mins	248,580	12.0	4.0	119,318
16 to 30 mins	449,329	4.0	2.0	35,946
31 to 60 mins	1,045,720	1.0	1.0	10,457
61 to 90	2,502,115	0.1	1.0	2,502
Dual use visitors from Leigh Park Gardens (Staunton)	180,000	0.05	1.0	9,000
Tourists				
Tourists (excl staying with friends and relatives, SFR)	227,000	0.5	1.0	1,135
SFR (staying with friends and relatives)	129,000	3.0	1.0	3,870
Day visits	2,218,000	0.10	1.0	2,218
Passing traffic*	23,780,480	0.01	1.0	2,854
Education				1,000
Events				200
			Estimated total	**188,501**

*Passing traffic 1.2 persons per car

Note: Please note for leigh Park Gardens this includes the additional visitors forecast by Hampshire County Council who will be attracted to Leigh Park Gardens following the HLF project implementation.

In common with most of the case examples, a high proportion of the total visitors are derived from the residential population within the 30 minute drivetime contour.
This is higher among the sites with limited facilities which have a low destination profile and consequently a limited market reach. Our projections show just over 80% of estimated visitors emanate from the 30 minute catchment for the low level scenario.

In terms of the catchment up to 15 minutes' drive time away, there is already a strong level of use and we anticipate this will continue and will grow. The level of usage from among those living within easy walking distance of the site is likely to be particularly strong and this is accounted for in the average penetration and repeat visitor levels.

The level of usage will reduce the further away people live from the site, signifying there will only be minimal use by residents living between an hour and an hour and a half from the site (i.e. there is limited market reach within this wider catchment). We have allowed for a proportion of visitors to Leigh Park Gardens to extend their visit into the Havant Thicket site although it is acknowledged that there is a significant distance to reach the proposed location of the main site services. In this low development scenario, it is unlikely that significant numbers will drive around to the main services area (assumed at one in 20 for this low intervention option).

The ability to attract the tourist and day visitor market for this option is limited although there is likely to be greater penetration among those staying with friends and relatives (the SFR market). With this option, it is not likely to attract motorists from the A3M in significant numbers and the education and events activities will be restricted to small-scale low-key activities.

The overall visitor numbers projected reach some **188,500** which is just over double the estimated existing levels of use.

The table below provides an indicative comparison demographics and penetration for another low-level recreation site.

Table 4. Comparison of population multiples and estimated users – Scenario 1

Market	Annual visitors (ave last 3 years)	Residential market 30 mins	Residential market 1 hour	Multiple 30 minutes	Multiple 60 minutes
West Walk (nr Wickham, Hants)	190,000	662,234	1,752,897	0.29	0.11
HTWSR Scenario 1	188,501	697,909	1,743,629	0.27	0.11

Demographics sourced from CACI.

West Walk is a relatively low-key Forestry Commission recreation site in Hampshire with a limited range of visitor infrastructure and amenities. It is a relevant example as it is within 12 miles of Havant Thicket and so draws on part of the same catchment and currently provides a low intensity of visitor services. The multiple of the estimated annual visitor figures as a proportion of the residential population for Havant Thicket Reservoir for the low level of intervention represents an equivalent rate of 0.26 for the 30 minute catchment and 0.11 for the 60 minute drivetime catchment if considered separately. These multiples are closely in line with the West Walk levels as shown in the above table. Whilst Havant Thicket is more urban edge, West Walk is well established and benefits from the Forestry Commission's brand.

4.2.2 Scenario 2 (medium level)

In effect this Scenario is an enhanced country park facility with high quality visitor infrastructure and services including a main hub in the form of a purpose-built visitor centre. This Scenario is closely in line with the post public consultation Portsmouth Water Outline Plan (2009).

Table 5. Summary of estimated users – Scenario 2

Market	Size	Penetration	Level of repeat visits	Estimated visits
Residential market (drive-time catchment)				
Up to 15 mins	248,580	12.0	5.00	149,148
16 to 30 mins	449,329	5.0	3.00	67,399
31 to 60 mins	1,045,720	3.0	1.25	39,215
61 to 90	2,502,115	0.5	1.00	12,511
Dual use visitors from Leigh Park Gardens (Staunton)	180,000	0.075	1.0	13,500
Tourists and others				
Tourists (excl staying with friends and relatives, SFR)	227,000	1.25	1.0	2,838
SFR (staying with friends and relatives)	129,000	7.5	1.0	9,675
Day visits	2,218,000	0.25	1.0	5,545
Passing traffic*	23,780,480	0.05	1.0	14,268
Education				2,500
Events				1,000
			Estimated total	**317,598**

*Passing traffic 1.2 persons per car

The component elements within this Scenario include both the internal space and external environment. This represents an incremental level of development compared with Scenario One with a higher level of penetration. The site becomes more of a destination which will extend market reach and penetration.

As previously described, this medium scenario is comparable to a country park style facility. The forecasts show strong local usage with just under 50% within the 15-minute catchment and just under 70% (68%) within 30 minutes. This is in common with many of the case examples showing the higher predominance of local usage and the importance of such facilities for local greenspace providing opportunities for outdoor activity.

With the extended range of facilities, it is likely to draw more visitors from a wider audience and the schedule is based on a higher penetration rate among the one hour and 90-minute catchments compared to the low-key scenario. Similarly, the level of dual use visitors from Leigh Park Gardens is likely to increase.

The level of penetration among tourists and the day visitor market for this option will grow but still remains at a relatively low proportion of overall visitors as these users are hard to reach and will not be a primary focus in terms of target audiences for any marketing activities. There is likely to be a reasonably strong penetration among those staying with friends and relatives (the SFR market) as it is expected that such a facility will engender local pride and become a resource that people living locally will want to bring their guests.

Again, with this option it is not likely to attract motorists from the A3M in significant numbers. Education and events activities will be enhanced in respect of the low-key option but will remain relatively small-scale, not least as it is important to avoid duplicating activities staged at Staunton / Leigh Park Gardens.

The overall visitor numbers projected reach some **318,000** which is an appropriate level for a high-quality country park style facility with no direct admission charge (other than parking charges).

The table below provides an indicative comparison demographics and level of market penetration for two other country park style recreation sites. These were selected due to their scale, presence of major waterbody, range of facilities and urban edge locations.

Table 6. Comparison of population multiples[2] and estimated users – Scenario 2

Market	Annual visitors (ave last 3 years)	Residential market 30 mins	Residential market 1 hour	Multiple 30 minutes	Multiple 60 minutes
Whitlingham Lakes, Nr Norwich	208,768	335,944	866,767	0.62	0.24
Hollingworth Lake, Nr Rochdale	300,000	547,226	4,866,761	0.55	0.11
HTWSR Scenario 2	317,598	697,909	1,743,629	0.46	0.18

The multiple of the estimated annual visitor figures as a proportion of the residential population for the medium level of intervention at Havant Thicket represents 0.45 equivalent rate for the 30 minute drivetime and 0.18 for the 60 minute drivetime catchment populations. The comparable multiple for Havant Thicket is below the Whitlingham level for the residential population within the more local drivetime mainly due to Havant Thicket site having a higher level of destination visits (attracting visitors from a wider catchment).

[2] The multiple represents the ratio of annual visitors to the residential population within a defined catchment drivetime contour.

At Hollingworth Lake, the 30 minute multiple is more closely aligned however the one hour catchment absorbs the dense urban conurbation of Greater Manchester within which there is strong competition and psychological barriers[3] in terms of where people spend their leisure time.

4.2.3 Scenario 3 (high level intervention)

Scenario 3 is a high level of intervention based upon a visitor destination with a more intense level of recreation and commercial use compared to Scenario 2 above. The main difference relates to the introduction of a beach and commercial water-sports and built facilities on a larger scale. This represents a further incremental level of development compared with Scenario Two with a consequential increased level of market reach and penetration.

[3] for example, people living one side of a main motorway may choose to spend their leisure time on the side where they live rather than crossing this 'barrier.'

Table 7. Summary of estimated users – Scenario 3

Market	Size	Penetration	Level of repeat visits	Estimated visits
Residential market (drive-time catchment)				
Up to 15 mins	248,580	12.0	7.00	208,807
16 to 30 mins	449,329	6.0	3.00	80,879
31 to 60 mins	1,045,720	4.0	1.25	52,286
61 to 90	2,502,115	0.75	1.00	18,766
Dual use visitors from Leigh Park Gardens (Staunton)*	180,000	0.1	1.0	18,000
Tourists				
Tourists (excl staying with friends and relatives, SFR)	227,000	2.0	1.0	4,540
SFR (staying with friends and relatives)	129,000	10.0	1.0	12,900
Day visits	2,218,000	0.50	1.0	11,090
Passing traffic**	23,780,480	0.05	1.0	14,268
Education				2,500
Events				1,000
			Estimated total	**425,037**

* Some visitors will drive round
**Passing traffic 1.2 persons per car

This scenario incorporates a much more intense level of facilities and activities to represent a higher profile leisure destination, comparable to a regional 'honeypot' outdoor recreation site. It also includes a beach and a level of supervised commercial water-sports activities which will drive additional specialist and general visitor use. The figures assume the beach is available for use for at least a four month 'season.'

There is still a high proportion of local use (approximate two-thirds) but the number of visitors from outside the immediate catchment is far stronger than the other two scenarios considered. It is expected that the marketing and PR strategy for such a site would have a strong regional presence and also target specific tourist markets.

The schedule is based on a higher penetration rate among the one hour and 90 minute drivetime catchments compared to the other scenarios and the level of dual use visitors from Leigh Park Gardens increases.

The overall visitor numbers projected reach some **425,000** which is an appropriate level for a high-quality destination with no direct admission charge. Clearly the addition of the beach and watersports activities will create a draw in their own right and build visitor throughput.

The table below provides an indicative comparison of demographics and penetration for Alice Holt near Farnham and Kingsbury Water Park in the West Midlands, both of which are acknowledged as successful destination sites.

Table 8. Comparison of population multiples and estimated users – Scenario 3[4]

Market	Annual visitors (ave last 3 years)	Residential market 30 mins	Residential market 1 hour	Multiple 30 minutes	Multiple 60 minutes
Alice Holt	438,333	309,219	2,494,665	1.42	0.18
Kingsbury Water Park	358,120	1,304,149	6,117,974	0.27	0.06
HTWSR Scenario 3	425,037	697,909	1,743,629	0.61	0.24

The multiple of the estimated annual visitor figures as a proportion of the residential population for the high level of intervention at Havant Thicket represents 0.61 equivalent rate for the 30 minute drivetime and 0.24 for the 60 minute drivetime catchments.

For Havant Thicket, the multiple for the 30 minutes drivetime population is between the figures for the case examples considered at Alice Holt and Kingsbury Water Park. The 30 minute catchment is below the Alice Holt level mainly due to Alice Holt representing a very high performing site in a rural location. Also, Havant Thicket has a larger population within walking / cycling distance than Kingsbury which will generate significant annual throughput.

The 60 minute multiple for Havant Thicket is more closely in line with Alice Holt - indeed the multiple is above the Alice Holt figure which derives a lower proportion of visitors from the densely populated south western quadrant of Greater London. The Kingsbury figure is lower which is partially due to the limited reach for the site beyond 30 minutes and perceived access / congestion issues.

[4] All demographic data: Crown copyright 2013. Source: Office for National Statistics licensed under the Open Government Licence v.3.0. © Crown Copyright Contains Ordnance Survey data © Crown copyright and database right 2013. Data (including the map) has been sourced from CACI.

5.0 Car parking requirements

We have obtained Trip Rate Information Computer System (TRICS) data for country parks and similar sites which provides information relating to the rate of hourly flows to the sample of comparable sites in this category on its database (eight in total). This shows the flows of visitors both in terms of arrivals and departures.

The data shows the peak hours for arrivals and departures and from this the cumulative position can be calculated which represents the peak level of onsite people and vehicles. The average across the country parks sampled shows this peak occurs between 2 and 3pm when some 25.6% of daily flows are on site. This proportion is useful in calculating the required rate of car parking spaces to accommodate these visitors.

The table below summarises the car parking requirement calculations for the three scenarios. As mentioned, this is in addition to the existing FC car park near Rowlands Castle.

Table 9. Car parking summary space requirements all scenarios

Parking Spaces Analysis	Scenario 1 (low level)	Scenario 2 (medium level)	Scenario 3 (high level)
Absolute peak	90	248	362
Average peak day	70	193	281

The level of car parking provision required should be able to cope with the average day peak and if it is possible to create overflow parking then this provision can absorb additional traffic for the absolute peak day (and possibly special events). Additional spaces will be required for overflow parking to meet exceptional peaks particularly for Scenario Three with the beach and watersport-based activities. Without the provision of an appropriate level of overflow car parking spaces there is a risk that visitors would turn away or park illegally on nearby roads and within residential areas.

Overflow parking does provide operational flexibility in managing flows to the site and as shown in the Table above, as a minimum, an additional 20-26 spaces would be required for Scenario 1, a further 70-75 for Scenario 2 and 81-120 for Scenario 3, including an allowance for future population growth.

Table 10. Car parking summary space requirements with overflow provision

Parking Space Requirement (Additional)	Scenario 1 (low level)	Scenario 2 (medium level)	Scenario 3 (high level)
Main car park	70	193	281
Overflow (including contingency)*	20-26	70-75	81-120
Total	**90-96**	**263-268**	**362-401**

* Contingency relates to allowance for future population growth within core market area

This level of provision does not specifically cater for spikes in demand related to natural spectacles within the wetland environment (e.g. if for example a rare or unique bird is seen on site) however, it is likely that such spectacles will occur outside normal peak visitor times.

In the longer term it is worth noting that there are ways to reduce car-based visits by promoting car sharing, bicycle, foot and public transport use.

Car parking space ratios from case examples

From the selected case example research, it is evident that car parking ratios do vary greatly. The average overall from the case examples is one space for close to every 1,000 visitors (988). This is in line with the earlier work completed by Arup.

The table below shows the car parking space requirement if this approach is used for car borne visitors to the new reservoir and compares the result with the TRICS based calculations.

Table 11. Car parking summary space requirements comparison data

Parking Space Comparison	Scenario 1 (low level)	Scenario 2 (medium level)	Scenario 3 (high level)
Users arriving by car	71,511	191,755	285,115
Number of additional car parking spaces needed (ave of 1 space per 1,000 visitors)	72	192	285
Average peak day from TRICS based calculation	70	193	281

These figures are very close to the average peak day requirement figures using the TRICS methodology and provide a strong degree of confidence.

In addition to the above there will be a need for staff parking spaces, minibus parking and coach turning (and /or parking). A proportion of all spaces should be for disabled use.

6.0 Conclusions and recommendations

The preferred option for recreational provision to emerge from the study is Scenario Two (Medium Option) which would respond to the strategic priorities and service the main user market groups (likely to be families and older people).

Visitor projections range from 188,501 to 425,037 in respect of the different scenarios considered. Please see table below:

Table 12. Estimated visitor numbers all scenarios

Estimated visitor throughput	Current users	Additional visitors	Total estimated visitors
HTWSR Scenario 1 (Low)	93,176	95,325	**188,501**
HTWSR Scenario 2 (Medium)	93,176	224,422	**317,598**
HTWSR Scenario 3 (High)	93,176	331,861	**425,037**

As shown in Table 10, car parking requirements range from 90 to 401 including overflow and contingency to reflect the potential for an increase in visits relating to forecast population growth.

Overall, the study findings suggest that Scenario 2 (the Medium Option) has the strongest fit with the key objectives considered and the site's environmental capacity. This scenario is also best aligned with the planning opportunity and community aspirations.

Appendix One

Havant Thicket Reservoir Visitors Report

SCENARIO 1 **LOW LEVEL**

A low-key visitor experience with a limited range of facilities.

Projected visitor numbers
188,500

Car park spaces

70 main car park
20-26 overflow
Plus staff spaces, coach/minibus and disabled

Facilities

- Seasonal catering (kiosk), with external seating
- Toilets (integrated into one block)
- Network of trails for walking, cycling and horse riding (with shorter loops)
- Limited interpretation
- Single play area (close to the kiosk)
- Seating
- Picnic area
- Car parking (small)

CURRENT SCENARIO

Visitor numbers	Car park space	Amenities
93,000	Forestry Commission car park off Manor Lodge Road	Routes for walking, dog walking, cycling and horse riding

Please note overflow parking allocation ranges from 20 to 26 including contingency growth which factors in forecast population growth.

Appendix One (cont'd)

Havant Thicket Reservoir Visitors Report

SCENARIO 2 **MEDIUM LEVEL**

An enhanced country park facility with high quality visitor infrastructure and services including a main hub in the form of a purpose-built visitor centre.

Projected visitor numbers

318,000

Car park spaces

193 main car park
70-75 overflow

Plus staff spaces, coach/minibus and disabled

Facilities

- Visitor centre (overlooking the reservoir) with:
  - Unmanned welcome/lobby area with interpretation linking to the café
  - Café (kitchen and stores)
  - External seating
  - Flexible room (venue for social functions, meetings and education)
  - Toilets (including Changing Places Toilet)
  - Office
  - Plantroom, secure area for waste
- Bird-hide, screens and pond dipping
- Network of trails for walking, cycling and horse riding (with shorter loops)
- Outdoor shelter
- Pond-dipping area
- Interpretation
- Seating and picnic areas
- Car parking (medium)

Please note for Scenario Two overflow parking allocation ranges from 70 to 75 including contingency growth which factors in forecast population growth.

Appendix One (cont'd)

Havant Thicket Reservoir Visitors Report

SCENARIO 3 HIGH LEVEL

A visitor 'destination' with more intense recreation and commercial use including a beach and commercial watersports.

Projected visitor numbers
425,000

Car park spaces

281 car park
81-120 overflow
Plus staff spaces, coach/minibus and disabled

Facilities

- Visitor centre incorporating the following (introduced on a larger scale than Scenario 2):
  - Major café (with full-service kitchen and stores) with external seating / terrace area overlooking water
  - Welcome area with interpretation space
  - Flexible room (venue for social functions, meetings and education)
  - Toilets (including Changing Places Toilet)
  - Office(s)
  - Yard for waste, plantroom
  - Separate changing space, showers and toilets etc (accessible without using main entrance to the visitor centre)
- Bird-hide(s), screens and pond dipping
- Network of trails for walking, cycling and horse riding (with shorter loops)
- Outdoor shelter
- Seating and picnic areas
- Play areas and play trails
- Interpretation
- Cycle hire
- Car parking (large)

Water-based activities

Commercial

Publicly assessible organised water-based activities:

- Beach
- Pontoon, safety boat
- Commercial water-based activities such as inflatable floating play, Stand Up Paddleboarding (SUPs), kayaking, rowing boats etc
- Changing facilities
- Payment point
- Water sport equipment for hire
- Secure storage area for equipment and boats

Note: there is no proposed provision for the public to bring their own boats or other watercraft for use on the reservoir.

Please note for Scenario Three overflow parking allocation ranges from 81 to 120 including contingency growth which factors in forecast population growth.

Appendix Two

Examples	Visitor numbers			Car parking spaces		Number of times it has reached capacity over the last 12 months	Percentage of visitors using a car?
	2015	2016	2017	Permanent	Overflow		
Abberton Reservoir Visitor Centre, EWT	32,084	42,351	50,941	70	30 + 100	Not on a normal day. Only for big events	98%
Alice Holt	400,000	450,000	465,000	500	100	Yes – at least twice a week during holiday periods	Unknown
Ardingly*			120,000	70+		No, car park is large and is never totally full.	70% to 80%
Arlington*			120,000	50+	N/A	Approximately 6 times per annum	90%+
Bedgebury	400,000	430,000	440,000	600	1,500	Regular use of overflow.	Unknown
Blashford Lakes Nature Reserve	22,997	23,151	23,158	65	40	Yes - 3	95%
Itchen Valley Country Park	153,122	157,782	178,385	250		Approximately 20 times	90%
Lakeside Country Park	134,299	159,271	223,788	140	170	Approximately 10 times – mainly when railway or watersports events are on.	70%
Leigh Park Gardens	120,000 (excl. HLF forecast)	120,000	120,000	0	250-350	Main car park but not overflow	Unknown
Llandegfedd Reservoir (including the visitor centre and watersports centre)**			140,000	125		Approximately 12 times this year	100%?
Queen Elizabeth Country Park	368,710	382,990	342,566	420	80	Full on approximately 10 days per year.	88.00%
Royal Victoria Country Park	300,000	350,000	400,000	400	1,300	Yes, twice	75%
Rushcliffe Country Park	250,000	250,000	250,000	156	38 (plus staff)	During school holidays and summer weekends	90%
Salcey Forest	146,000	190,000	165,000	350	70	Regular use of overflow.	Unknown
Stanwick Lakes	275,000	295,000	300,000	250	300	About 15 times per year	At least 85%
Staunton Country Park	166,580	165,760	167,827	207	250- 350	Main car park 28 times and overflow car park 2 times	95%
Swanick Lakes Nature Reserve	Unknown	Unknown	Unknown	18	-	Approx. twice a month (when we have events running).	Unknown
Testwood Lakes Nature Reserve	25,000 (low estimate)	25,000 (low estimate)	25,000 (low estimate)	90	40	Yes, approximately 200 days (estimate	90%
Wendover Woods	400,000	400,000	480,000	400	100	Regular use of overflow.	Unknown
West Walk	160,000	200,000	210,000	Unknown	Unknown	Individual car parks approx. 6 times per annum	Unknown
Whitlingham Country Park	211,937	209,633	204,735	400		Yes - Open Water Swim 22/7 plus possibly two other occasions	Majority (80-90%)
WWT Arundel	93,829	96,127	99,508	145	15	Approximately 10 to 20 times a year	80%
WWT Washington	49,881	70,737	81,344	96	50	Yes approximately 8 to 10 day per annum.	90%

* Assumes Ardingly generates the same as Arlington (based on ticket sales and guestimate of number of people per car)
** Estimate for 2018

AtkinsRéalis
The Hub
500 Park Avenue
Aztec West
Bristol
BS32 4RZ

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